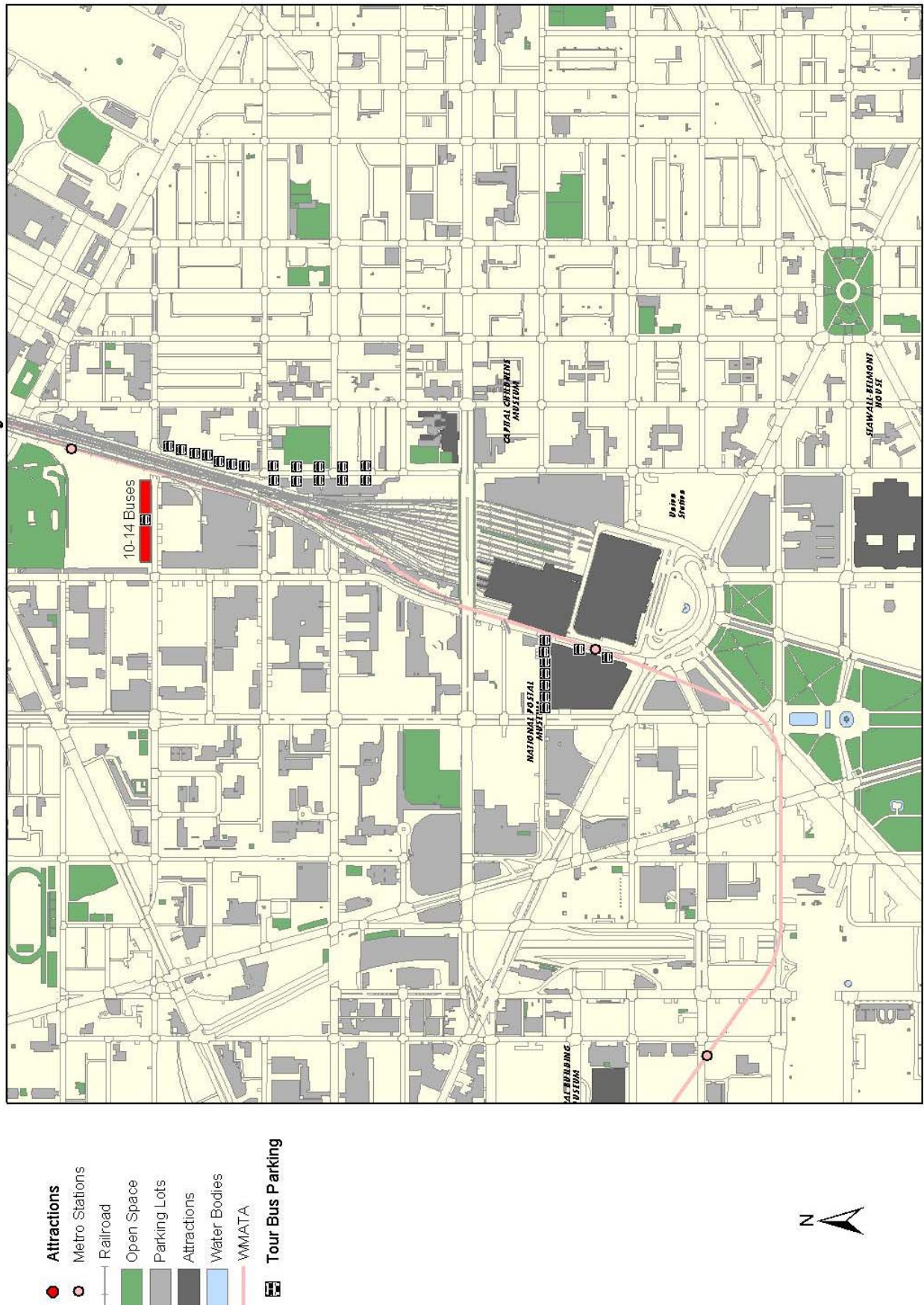


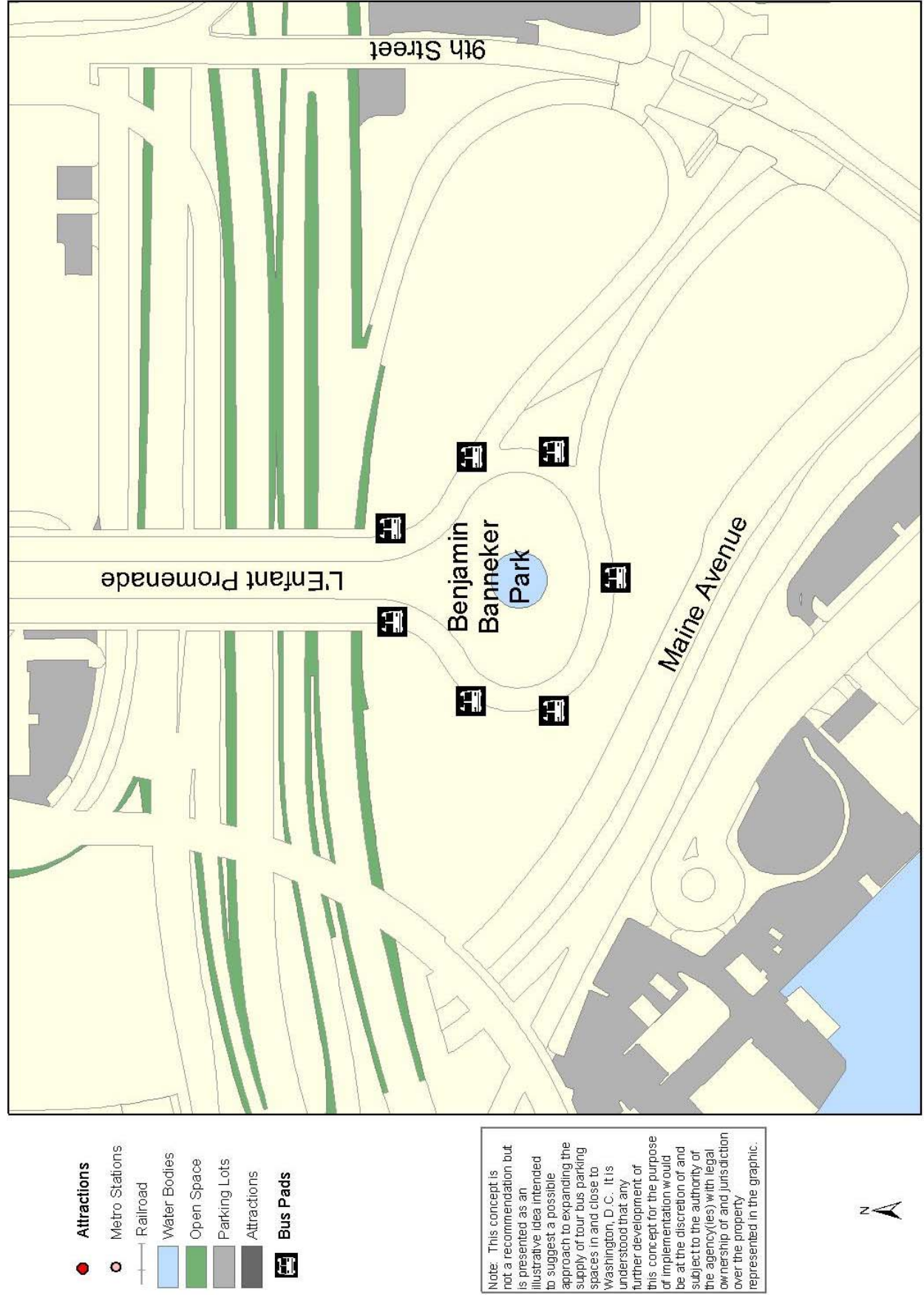
**Figure 3-6. Potential On-Street Tour Bus Parking Spaces:  
Union Station Vicinity**



**Exhibit 4**  
**Surface Parking Option: Banneker Overlook**

- X The figures below illustrate the current road configuration and proposed modifications to the complex of roads that include L'Enfant Promenade, Benjamin Banneker Park and circulatory roadway, G Street extension, 9<sup>th</sup> Street, and Maine and Water Streets
- L'Enfant Promenade serves as an access roadway and on-street parking facility for the high-density office and retail structures abutting the roadway. There is a wide median that separates the two traffic directions. Traffic flows in one direction only on each side of the median. The circulatory roadway, whose elevation is below that of L'Enfant Promenade and Ben Banneker Park, acts as the turn-around for vehicles primarily to/from Independence Avenue, although there is an outlet via the extension to G Street to/from 9<sup>th</sup> Street as well.
  - The concept would make minor modifications to the complex of roads with the objective of restricting use of the circulatory roadway and access to approximately five (5) curbside bus berths for long-term parking to tour buses only (with bus access via the G street extension and 9<sup>th</sup> Street, and via a ramp off of I-395 (not shown in Figure) that leads to the G Street extension)
  - Minor modifications necessary to implement the concept-proposal include the following elements:
    - Median cut at the terminus of L'Enfant Promenade to allow for vehicle turn-around just prior to the circulatory roadway
    - Two removable bollards (one each side of the median) to restrict access by vehicles (other than emergency vehicles) to the circulatory roadway.
    - Five marked bus berths along curb of circulatory roadway. The odd oval shape of the circulatory roadway limits the number of curbside bus berths. The bus berths (preferably delineated by concrete bus pads although pavement markings could serve temporarily) would have a length of 60' to permit easy entry and exit in a forward-flow, one-way circulatory pattern .
    - Careful siting of bus berths along curb to ensure adequate clearance for buses operating within the circulatory roadway

Figure 3-7. Concept: Banneker Overlook



### **3.4 Summary Findings: Strategic Options**

This chapter has presented an evaluation of alternative actions that can be implemented and specific parking sites that can be developed to address tour bus parking needs and current problems. Implications for development of a tour bus management plan on the basis of this evaluation are summarized below.

- The development of peripheral parking sites and ancillary measures such as provision of tour bus driver lounge facilities and amenities are frequently cited as the solution to existing tour bus problems. In fact, peripheral parking is a practical solution to address relatively long-term parking needs of an hour or more, for most points of interest in the District. A number of potentially suitable peripheral parking sites are identified in this memorandum. Travel times tend to be under 15 minutes to most destinations in the Monumental Core. Several facilities of this type would be needed to meet total demand. Needs unaddressed, however, include:
  - service to Georgetown (unless the Arlington Cemetery concept plan is adopted)
  - alleviation of traffic congestion associated with queuing at major points of interest, due to inadequate loading/unloading space
- The development of centrally-located parking structures is another option, which can be implemented as an alternative to or in combination with peripheral parking. A question that emerges is how a new parking structure would improve on the existing parking garage at Union Station, which serves tour buses, but attracts relatively few. One rationale for another downtown tour bus parking garage would be service to Georgetown and the western section of the Monumental Core. Another significant issue associated with centrally-located garages is their localized traffic impacts at entrances and exits, particularly if multiple ins and outs are expected.
- Even a centrally-located parking garage, with short driving times to major attractions, probably is not a practical solution to the need for short-term spaces. Significant time would be required for pulling in and out of spaces, circulating through the garage, and entering/exiting the facility, such that tour bus drivers are likely to find it more convenient to continue current practices of cruising and parking on-street anywhere they can find space. Designation of existing on-street spaces for tour bus use during the peak season is a more viable approach to addressing this need. The streets in the vicinity of Union Station have been suggested in this chapter (Exhibit 3 and Figure 3-6) as candidate locations for reserved tour bus parking. There potentially are many streets where tour buses could park, particularly in the northern section of the downtown area, New York Avenue at Mount Vernon Square, and south of Federal Center Southwest near the Southwest/Southeast Freeway. Metering and vigorous enforcement would be necessary to ensure that tour buses do not occupy on-street spaces for more than ½ hour. The concept plan for Union Station included in this memorandum provides for a substantial number of on-street spaces located in the immediate vicinity of the station.



- The *Downtown Circulator* option would supplement or provide an alternative to dedicating on-street parking to short-term tour bus use. In addition, this option could obviate the need for parking to serve Georgetown destinations. The *Downtown Circulator* could be designed to complement either the peripheral parking or central parking options. A centrally-located Intermodal Transportation Center could provide tour bus parking as well as connections to the *Downtown Circulator*. Increased reliance on walk access among clustered points of interest also would be compatible with the *Downtown Circulator* concept.

The *Circulator* option, however, would entail a major change in current tour bus operations. Many tour bus patrons would find transferring to the *Downtown Circulator* less convenient than the virtual door-to-door service currently provided by tour buses. Another potential disadvantage may be reduced accessibility for people with disabilities if additional walking is expected. Moreover, the *Downtown Circulator* probably would not significantly reduce the need for loading/unloading space at major attractions.

- The concept for the National Mall area included in Chapter 4 of this report would address much of the need for loading/unloading space at the Smithsonian Museums and other nearby points of interest.
- Most of the other potential actions identified in this memorandum, including pricing strategies, information systems, and permitting and enforcement, support the parking supply expansion options and should be considered necessary concomitants of tour bus parking strategies. Pricing policies should allow tour bus operators to use multiple parking facilities, with unlimited ins and outs, for a single daily payment of about \$20-\$25.